

## Tires!!!!

Posted by rd7839 - 17 Jun 2013 18:14

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Finally got the car sorted for the season after plenty of early mechanical gremlins and an unfortunate fender bender that was my fault that has cut my racing short so far this season.

We headed to Sonoma(formally Infineon, aka Sears Point)this last weekend and I was looking forward to really getting to see what the new RR's could do. I already had about 5 heat cycles on the set so they were just getting to the best of their life.

I went out in practice and without pushing ran a tenth off my best time ever. Qualifying I pushed a little more but not 10/10ths and grabbed pole and bettered my best by almost 2 seconds! The tire felt awesome! Tons of grip but slid very much like a RA1! Braking was also much better, combined with my newly rebuilt lsd.

The race was fast, i dropped to second behind Steve Lewis, not because he's a better , more experienced driver, or a great mechanic with a well set up car, but because he must be cheating somehow. It was a 40 minute race and towards the end I started to get a vibration which felt like the right front. I finished second and collected my trophy and margarita and didn't think about it until morning when I heard Ken Meyers had corded a fairly new set of RR's in the race. I checked mine and found they were all split!

They were mounted per Toyo's instructions since day one, have only about 8 heat cycles, were properly inflated, and not abused any more than a midpack driver like me does during any race. I did spin the car in qualifying but that was through the grass and I was off the brakes as soon as the car got away from me.

I changed to a brand new set I was saving for nationals and went out and got second place again on sunday but I have to say that if I will be changing tires every race weekend I will not be able to continue on. As it is, if I don't get these replaced by Toyo I will probably have to skip either Nationals or Laguna Seca as I can't justify the expense of a trip and several sets of tires. Also if this is going to be an ongoing theme with these tires I will either run RA1's and just do my best or sell the car.

I have to say, I am a brand loyal person and have put Toyo's on my other cars because of the contingency program and their support, but after this I'm not feeling too confident. I still have what I would consider a relatively fresh set of R888's in my side yard! Remember those?

Ron

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**Re: Tires!!!!**

Posted by norman#99 - 29 Jun 2013 22:12

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What do you recommend for the rear camber?

I am now at -3.7 F.L. -3.9 FR

-3.5 R.L. -3.7 RR

I posted earlier that mine corded the outer edge with -3.6, so I am up .3 on the right side tires for Laguna next weekend.

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**Re: Tires!!!!**

Posted by cbuzzetti - 30 Jun 2013 08:03

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Hi Norm, I run a little under 3 in the rear and that has worked for the So-Cal tracks. I am similar on the fronts with more camber on the dominant side front and rear.

I found that if I made the camber equal it would cord the outer edge on the dominant side and the inner edge on the weak side.

These tires do require more care and feeding.

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**Re: Tires!!!!**

Posted by Sterling Doc - 30 Jun 2013 11:56

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I am not able to get quite to -3 in the rear, but close, so that's where I am at, with -4 in front. Ride height, and roll stiffness may play a roll in getting the tire to stay square to the pavement.

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**Re: Tires!!!!**

Posted by Big Dog - 30 Jun 2013 19:12

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I do not believe that the stock rear end can get 3 degrees of camber and certainly not 3.7 degrees. One of my cars struggled to get even 2.7 degrees. I know Tyler's car, at Chuckwalla, looked like it had much more than 2.7 degrees.

How are people getting 3.7 degrees???????

Big Dog

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**Re: Tires!!!!**

Posted by norman#99 - 30 Jun 2013 20:11

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Not sure why mine get's to -3.7, maybe it's an early/late thing, but I have never tried until recently to get that much and I got it with no problem, it's stock as far as I know.

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